

Statewide Programs



fact sheets

- Regional Blueprint Plan
- Smart Mobility Framework
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- Caltrans Essential Habitat Connectivity
- Caltrans Climate Action Program (Mitigation and Adaptation)



California Regional Blueprint Planning Program

The California Regional Blueprint Program is a vital source of planning funding for regions throughout the State of California. A total of twenty million dollars in federal transportation planning funds has been awarded by the California Department of Transportation (Caltrans) since the program was initiated in 2005. In 2009, five million dollars was granted to nine Metropolitan Planning Organizations (MPOs) and nine rural Regional Transportation Planning Agencies (RTPAs) to support transportation planning activities across California. Since the genesis of the Program, seventeen MPOs and thirteen rural RTPAs have participated in Blueprint-related planning activities. An additional \$1 million is being made available to rural RTPAs in 2009/2010, and new first-time applicants are anticipated.

Regional Blueprint grants help MPOs and rural RTPAs engage in public outreach to select a community-preferred vision of what the region should look like in the future. The resulting Regional Blueprints help communities to preserve what they value and identify ways to move toward what they want to become. The Program helps MPOs and rural RTPAs to improve their modeling capacity, enhancing their ability to perform integrated transportation/land use planning. The funds support regions' outreach to local elected officials, supplying data that informs them about ways to reduce greenhouse gas emissions and plan for infrastructure investments within their communities. Regional Blueprints encourage them to consider a regional context as they exercise their authority to make local land use decisions.

Through Regional Blueprints, regional transportation planning agencies attempt to balance transportation planning with land use planning, housing needs, resource protection and other planning issues in order to inform decision makers about how to achieve more sustainable regional growth patterns and improve the quality of life within their regions. Regional Blueprints are tools that are contributing to the creation of enduring communities throughout California.

For more information, contact Marilee Mortenson at (916) 653-3758, <marilee_mortenson@dot.ca.gov>, or go to <http://www.calblueprint.ca.gov>.

California Regional Blueprints and Blueprint Related Efforts Through December 2009





Smart Mobility Framework

Fact Sheet



What? U.S. Environmental Protection Agency (USEPA) and their consultant team provided initial technical assistance to Caltrans to develop a "Smart Mobility Framework" that will evaluate transportation options available in California's urban, suburban, and rural areas. Caltrans' proposal was one of 6 applications that USEPA approved from 67 applications they received nationally in 2007. The Office of Community Planning (OCP) in the Caltrans Division of Transportation Planning (DOTP) is the sponsor of this effort in collaboration with other state project partners—the Governor's Office of Planning & Research (OPR) and the California Department of Housing & Community Development (HCD).



Why? The "Smart Mobility Framework" will assist with the implementation of multi-modal and sustainable transportation strategies in California, in response to specific state laws and plans. Criteria considered in developing this framework included (but was not limited to): density, design, configuration, connectivity, safety, parking strategies, mixtures of land uses, availability of transit, complete streets (including adequate, integrated bicycle and walking facilities), and open spaces.

How? The first phase of this project used technical assistance provided by USEPA to gather and synthesize data from California, other states, regional agencies, and State Departments of Transportation from across the country. The findings were the basis of a September 2008 USEPA team visit where Caltrans staff and other professionals discussed a definition and California-based themes on Smart Mobility for use in California. The second phase of the project used State Planning & Research funds to develop the specific framework that will assist Caltrans employees in evaluating proposed transportation plans and projects on how well they comply with the principles of Smart Mobility. Future phases of the project will refine the framework so that Caltrans and other agencies can develop effective screening tools based upon this framework to evaluate their plans and projects.

An interdisciplinary technical advisory team (TAC) guided the project and reviewed the initial interim products as well as the workshop materials. Caltrans divisions and districts as well as State, regional, and local agencies and organizations participated in the September 2008 and June 2009 workshops. USEPA, Caltrans, and a consultant team conducted the specific meetings, roundtables, and focused dialogs for the project.

When? The entire project is scheduled for completion by early 2010. Project information and updates can be viewed at <http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>.

Products: An action plan has been completed that includes an evaluation framework to guide development of infrastructure consistent with Smart Mobility principles. This guidance on the use of place types and smart mobility performance measures will be available for local and regional agencies as well as for Caltrans.

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Complete Streets

Integrating the Transportation System

Fact Sheet

What are Complete Streets?

Complete Streets are roadways designed to enable safe access for all legal users. Bicyclists, pedestrians, people using mobility aids, motorists, and transit riders of all ages and abilities must be able to safely use the Complete Street. Complete Streets don't all look the same. A complete Street is planned, designed, operated, and maintained in a way that's appropriate to the function and context of the roadway, whether rural, suburban, or urban. What is adequate on a major arterial is different from what would be needed on a freeway, and what is sufficient in a rural setting (often just a standard shoulder) is much different from an urban one. In fact, there is no design prescription to make a corridor 'complete'. Shoulders, sidewalks, convenient bus stop placement, traffic speed reduction, accessible pedestrian signal timing, and medians can all improve safety and mobility for users.



Image © 2009 Caltrans

A bicyclist gets ready to merge with motorized traffic. Complete street designs incorporate safety features for cyclists as well as pedestrians

What are some of the benefits of Complete Streets?

Making room for all types of travelers on our roadways provides benefits for everyone including:

- Complete Streets contribute to a healthy and active lifestyle. Many people would walk and bike more if they could do so more easily and safely.
- Complete Streets improve traveler safety. By designing roadways with basic elements of complete streets, such as safer bus stop placements and raised medians, we all can travel more safely - including people of all ages and abilities.
- Complete Streets help the environment. Many of our daily vehicle trips are short – 3 miles or less. If some of these trips were made on bicycle or foot we could significantly reduce carbon dioxide emissions and breathe cleaner air.
- Complete Streets reduce congestion. Providing more travel options relieves some of the burden on our overcrowded roadways – everyone can get where they want to go more quickly and efficiently.



Image © 2009 Caltrans

Mid-block crosswalk with a raised island for pedestrian refuge and a visible crosswalk.

What is Caltrans doing about Complete Streets?

In October 2008, Caltrans adopted Deputy Directive DD-64-R1 entitled Complete Streets. This directive included the following policy and provisions:

- Bicycle, pedestrian, and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of “complete streets” requires collaboration among all Department functional units and stakeholders to establish effective partnerships.
- State and federal laws require the Department and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) Sections 21200 – 21212, and Streets and Highways Code Sections 890 – 894.2 identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Bicyclists, pedestrians and non-motorized traffic are permitted on all State facilities, unless prohibited.
- Caltrans will develop an Implementation Action Plan to update and incorporate complete streets provisions into guidance, manuals, and training.

Based upon DD-64-R1, the Department and local agencies have the duty to provide for the safety and mobility needs of all who have legal access to the transportation system.

The implementation of Complete Streets policies represents a strategy which cities, counties, and regional planning agencies can use to help meet the regional greenhouse gas emissions reduction targets established in AB 32 and SB 375.

Visit the [Caltrans Complete Streets](#) web site to read more.

Learn more about Complete Streets:

- [Caltrans Deputy Directive DD-64-R1](#)
A pdf document containing Caltrans' goals towards developing complete streets.
- [Complete the Streets](#)
A coalition of organizations in support of the implementation of complete streets.
- [California Bicycle Coalition](#)
An organization dedicated to improving bicycling conditions in California.
- [Livable Streets](#)
A 'StreetsWiki' entry depicting the elements of complete streets.
- [USA Today](#)
An article regarding an increase in awareness of complete streets nation-wide.



Image © 2009 Caltrans

A bus makes a stop on a road with motorized traffic and light rail train tracks. pedestrian and bicycle access is important here as people walk or ride to public transportation modes.

Contact: Chris Ratekin, Project Manager, at (916) 653-4615 or Chris_Ratekin@dot.ca.gov.

CALIFORNIA ESSENTIAL HABITAT CONNECTIVITY PROJECT

Project Goals

- ❖ Produce a statewide framework and assessment of essential habitat connectivity to create data that will help to incorporate natural resources considerations into transportation & land use planning efforts per SAFETEA-LU 6001
- ❖ Increase the efficiency and cost-effectiveness of transportation & land use planning
- ❖ Help sustain California's unique natural heritage
- ❖ Provide framework for detailed regional studies

Approach

- ❖ Engage Multidisciplinary Team to evaluate habitat connectivity
- ❖ Create Statewide Connectivity Map and compare to existing conservation plans
- ❖ Develop Strategy for guiding future regional connectivity analysis, planning and implementation

Technical Approach

- ❖ Build complex GIS datasets from multiple sources, scales, and projections
- ❖ Reach consensus on analytical approach for statewide connectivity
- ❖ Develop transparent, scientifically-defensible, and repeatable procedure

Project Website and Contacts

www.dot.ca.gov/hq/env/bio/program_efforts.htm

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Draft Map



Mitigation

What? The Climate Action Program at Caltrans promotes clean and energy efficient transportation, coordinates climate activities and provides guidance for mainstreaming climate issues into its business operations. The intent is to lower the impact from transportation and contribute to the State's greenhouse gas (GHG) emission reduction targets.

Why? The California Global Warming Solutions Act of 2006 (AB-32) codifies the greenhouse gas emission reductions targets and require state agencies to devise and implement programs within their jurisdiction to achieve emissions reductions targets set forth by this law. Caltrans is committed to continuously monitor and evaluate transportation plans, projects, and strategies in the context of greenhouse gas emissions and take measures to advance California's Climate objectives.

How? Caltrans' Climate Action Report, December 2006, outlines transportation strategies that are contributing to reducing the state's GHG emission reduction levels by 2020. The overall approach is to: a) reduce congestion and improve efficiency of transportation systems through the Governor's Strategic Growth Plan; and b) institutionalize energy efficiency and GHG emission reduction measures into planning, project development, operations, and maintenance of transportation facilities, fleets, buildings, and equipment.

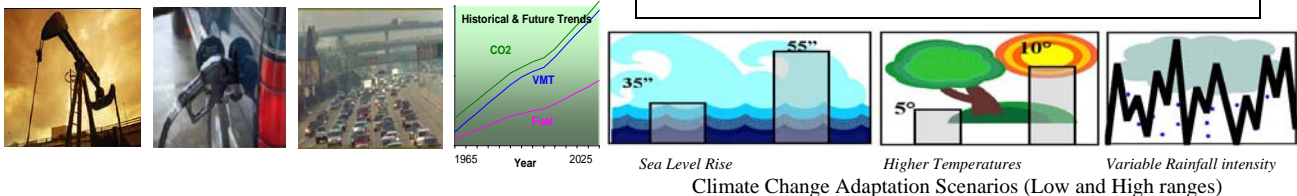
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Adaptation

What? In concert with mitigation efforts, Caltrans has undertaken the complicated task of developing California's first comprehensive climate adaptation strategy for transportation infrastructure. A new priority in the climate change arena, adaptation promises to offer solutions to climate impacts as a result of past and current emissions. Consequently, our efforts to adapt to expected climate change impacts through careful planning and preparation must occur in parallel to ongoing mitigation efforts.

Why? The projected climate scenarios, from rising sea levels and temperature to changes in variability of precipitation, could pose real challenges to transportation infrastructure with potentially significant social and economical impacts. Billions of dollars in state funding are spent annually to improve and maintain our transportation infrastructure. According to Governor's Executive Order S-13-08, "California must begin now to adapt and build our resiliency to coming climate changes". Hence, strategies are required to address the risks to our transportation investments. These risks may be manageable depending on how well Caltrans is prepared for climate variations and a degree to which climate change consideration enters into Caltrans' planning, design, construction, operations, and maintenance.

How? Caltrans' Vulnerability of Transportation Systems to Sea Level Rise report, February 2009, provides a preliminary assessment of how vulnerable our transportation infrastructure is to rising sea levels. Caltrans is in the process of developing a more comprehensive adaptation report that will include: a) other anticipated climate variations (increases in temperature & precipitation); b) program-specific adaptation strategies; and c) a process to integrate consideration of climate variations into State transportation investment decision-making.



Vulnerable Infrastructure

Sea Level Rise



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Coast Highway in Retreat: Highway 1 in San Luis Obispo/ San Simeon - a 3-mile realignment is designed to protect the highway from rapidly eroding bluffs due to rising sea for the next 100 years. Construction is expected to begin in 2013.

Increases in Temperatures



Derailment from warped tracks due to extreme heat. Upward slab movement and shattering at a joint or crack.

Highly Variable Precipitation



Water sheet flow crossing, Highway 190 in Death Valley 2004.



Facility located next to the runoff water course, Klamath flood, Highway 101, 2006.